

BAN ON THE PEOPLE'S U.S. BANK

FRUD ORDER ISSUED AGAINST
ST. LOUIS CONCERN.

Its Promoter Used the Mails in Securing
Sales of Stock and Soliciting Deposits.
He Got \$2,000,000 From the Public
and Loaned a Third of It to Himself.

WASHINGTON, July 9.—A fraud order against the People's United States Bank, its officers and agents, was issued by the Postmaster-General today on July 6, last, after a full hearing of the case by the Assistant Attorney-General for the Post office Department.

In response to a citation to show cause why a fraud order should not be issued against the People's United States Bank, its officers and agents, the Post office Department on June 16, in the persons of George S. Lewis, president, and E. S. Lewis, secretary, and H. L. Kramer, assistant secretary, made answer to the charges, and the evidence in the case showed that Mr. Lewis used the mails as his principal agent in promoting the sale of stock and securing deposits in the bank.

The People's United States Bank was organized to transact all of its business by the use of the mails. The plan was to receive savings deposits, carry on a certified check savings business, and do exclusively a mail order banking business. Mr. Lewis began the promotion of this bank in the *Woman's Magazine* for February, 1904, and has in subsequent issues of the *Woman's Magazine* extensively advertised this bank.

Among the false and fraudulent representations and promises which the Postmaster-General found Mr. Lewis had made in the promotion of his scheme were those relative to the amount of capital stock which Mr. Lewis had subscribed and which would be subscribed, the representations relative to the independent, strong, capable men who would compose the board of directors, representations and promises that all funds of the bank would be loaned by a committee composed of fifteen directors of the principal banks in St. Louis, and that the funds would not be loaned to himself or other directors.

The Postmaster-General found that in his early articles in the *Woman's Magazine* and in his other advertising literature, Mr. Lewis represented that he would subscribe to the capital stock a dollar for every dollar subscribed by all others, so that he would own half of the capital stock, and that later he represented that he had pledged his entire fortune, every dollar he had, and his publishing business in this banking enterprise, and that his subscriptions would exceed a million dollars. These representations were found to be false and made with intent to defraud.

The inspectors found that Mr. Lewis had not cooperated to the extent of single dollar of his own money, although the bank had been in operation seven months, and had paid up capital stock of \$2,000,000. The inspectors found that Mr. Lewis had made an admission to that effect to Bank Examiners Cook and Nichols on April 3, 1905.

The inspectors and their office force in St. Louis made a careful checking of the subscription books, finding that on March 15, 1905, Mr. Lewis had received and held \$2,290,000, and had accounted to the bank in an amount not exceeding \$2,204,908.05.

This showed that every cent of the \$2,000,000 capital stock which had been paid in was paid out of subscription money received by Mr. Lewis from the public, and that none of his money had been invested in the enterprise. This was found to be the fact, although Mr. Lewis had stated in writing to the inspectors that \$485,750 of the \$500,000 paid in at the original incorporation of the bank was his personal funds.

Subsequently, at the hearing before the Assistant Attorney-General, Mr. Lewis admitted that that money was received by him from the people and was not his own. Although asked to do so at the hearing, Mr. Lewis failed to produce any evidence whatever that any of his personal funds had gone into this enterprise or that he ever intended to subscribe, or was in a financial condition to subscribe for the large amount of stock which he represented he would take.

On March 15 Lewis had loaned from the bank funds to himself and his enterprises \$294,904.32, the paid in capital stock of the bank then being half a million. On March 29, when \$2,000,000 capital stock had been paid in, a statement furnished by Mr. Lewis at the hearing showed that he had loaned to himself and his enterprises \$907,538.83.

CALLS SON-IN-LAW BLACKMAILER

Young Man Who Married Girl Secretly
in College Arrested.

Frederick W. Germann, the twenty-four year-old son of Charles P. Germann, a wealthy retired citizen of 90 Norman avenue, Brooklyn, was arrested yesterday on a charge of blackmail, made by his father-in-law, Dr. William C. Hallcock, of 465 East 15th street, Flatbush, who alleged that Germann had sent him threatening letters demanding \$750.

While Germann and a daughter of Dr. Hallcock were at college, four years ago, they were secretly married, Germann says. They agreed not to let their secret become known until Germann was able to support his wife in the manner to which she was accustomed.

Germann obtained a position as chemist in a large Manhattan drug house. Last spring the Hallcock family learned of their daughter's marriage and took immediate steps to have it annulled on the ground that the girl was under 17 when married.

Then Germann wrote letters to his wife asking her to join him. She gave the letters to her parents and told them that she considered her marriage a girlish prank and had no intention of ever living with him.

Not obtaining replies to his letters, Germann began to write threatening letters to his father-in-law. The latter paid no attention to the letters, but did not destroy them.

A month ago, it is alleged, Germann began to demand \$750 from Dr. Hallcock under threats. Dr. Hallcock received the last letter on Saturday. He got together all the letters and took them to Magistrate O'Reilly, who issued a warrant.

Germann was released on bail last night. He will be arraigned to-day.

When Mrs. Hallcock, the mother of the girl, was seen last night she would neither deny nor confirm that her daughter was married to Germann.

MRS. SHAW AIDS POOR BOY.

Rich Woman, Out With Nurse, Meets and
Helps a Cripple.

Mrs. R. N. Shaw of this city, who is worth several million dollars in her own name, and who has been in ill health and under the care of a nurse at Flushing, noticed a few days ago in walking on Main street in Flushing with her nurse a newsboy cripple who has suffered from a hip disease since birth. He is Joseph Pedowski, 11 years old, and he gets around with the aid of a stout cane.

Mrs. Shaw bought a paper from him and began to question him about his illness. Joseph told Mrs. Shaw that he was saving all the money he made from selling papers so that he could go to a hospital and be treated for his disease. The boy admitted that up to date he had been able to save only a few dollars.

BATTERY-WEST FARMS TRAINS

THE SUBWAY THROUGH ROUTE
OPENED THIS MORNING.

All Express Trains to Run to the Battery
—Battery Station a Loop With a
Sharp Curve One Side Platform
—Bowling Green an Island Station.

All subway express trains and some locals will run to the Battery station to-day and make stops at Bowling Green. The first Battery-Bronx through train left West Farms at 12:01 o'clock this morning bound for the Battery.

In the motorman's place was Supt. Merritt of the Interborough company and riding in the first car with him were Trainmaster Hayes and D. M. Morrison, the motor instructor of the company. Fifteen passengers got aboard at the start, but at each stop more boarded the train. At the Mott avenue station, the last before entering the tube underneath the river, 100 people were waiting to take their first ride under the Harlem River, over which they had crossed so many times.

Once in the tube the air became cooler and the passengers seemed to think that there had been a drop of at least fifteen degrees. At the 135th street station, the first this side of the river, Supt. Merritt stopped running the train and turned the care of it over to a motorman, Mr. Merritt and the other two employees of the company left the train at the 135th street station having seen that everything was running smoothly.

The first train from the Battery pulled out of the station a few minutes after midnight. This was a Broadway train. Edna Thorman, an eleven-year-old girl living at 500 East 144th street, bought the first ticket. She had induced her parents to bring her down to the Battery so that she might ride all the way home. Edna was disappointed when she learned that the first train was going up Broadway instead of Lenox avenue.

At the Bridge the Lenox avenue passengers were told to change cars and wait for a Lenox avenue train. The Lenox avenue cars run every seven minutes and all go through the Harlem tunnel. The Lenox avenue train that left the Bridge at 11:15 was the first to go through.

The two downtown stations differ in type from any previously opened. The Battery has only one side platform. The other stations have two platforms, one on the right and clear the cars, and will then take on passengers from the same platform.

Repeaters, who are riding on the subway for the fun of it, will be able to mix with the crowd and, returning to the cars they have just left, can go up town on the same fare. However, experience at other stations has shown that repeaters are so scarce that it is not worth while watching for them.

The Bowling Green station is an "island" like those at the other express stations. There are no side platforms at the Brooklyn Bridge and Seventy-second street and, as both express and local trains will run on the same track along the Bridge, there is no need of two islands, as at the Grand Central station. The Bowling Green station is the longest in the subway system—400 feet.

The Battery station, which is built on a curve, is 400 feet long. This curve is so sharp that there must necessarily be considerable spaces between the platform and the car door, and passengers will have to "mind the step" pretty carefully.

The tiling is all finished at the Bowling Green station. The design consists of panels of buff and drab with a conventional flower border. The walls of the Battery station are unfinished and the workmen have not even begun on the upper layer of ornamental tiles. The design here will be rather elaborate, and will include a frieze showing the old Battery sea wall. As the contract for the division of the road below City Hall prohibits advertising, passengers will be able to see these decorations.

WRECK IN LONG ISLAND YARD.

Four Persons Hurt and the Road Tied Up
for Hours.

Two engines attempting to use the same Y switch to enter the Long Island Railroad terminal at Long Island City last evening resulted in the trying up of several tracks for hours during the rush last night and the injury to two persons. Robert Todd, the conductor, being the most seriously hurt.

The engines wrecked were 95, drawing the Patchogue Express, and a drill engine which was switching across the yard. The express engine reached the Y first and as it crossed the drill engine struck it.

Next to the engine was a parlor car and behind that a baggage car and ten coaches. There were only a few persons in the parlor car. It was dragged from the rails, as was the baggage car. The passengers injured were hurt by the flying glass. They were Cornelius Leonard of 680 East 140th street and William Tuxton of 452 East 140th street, ball players, and Miss Margaret Williams of 313 East Twenty-ninth street.

Miss Williams, after being treated on the scene, went home. The young men went to St. John's Hospital, where their injuries were dressed.

Ludlum, the conductor, was on the platform of the baggage car when the crash took place.

HIS FAREWELL TO WASHINGTON.

Count Cassini Comes to This City and Will
Sail for Europe To-morrow.

WASHINGTON, July 9.—Count Cassini, retiring Russian Ambassador, left Washington for New York at 11 o'clock this morning. He was accompanied to the station by his successor, Baron Rosen, and members of the Russian Embassy. Mr. Seibert, Second Secretary of the Russian Embassy, accompanied Count Cassini to New York, but will return to Washington after the Ambassador has sailed.

Count Cassini's departure this morning marked his farewell to Washington, for he sails Tuesday for Europe, and after a brief visit to Paris, he will return to his post as Ambassador at Madrid. Official leave-taking occurred last week, the last of these being on Saturday, when the Ambassador called on the Acting Secretary of State.

Friends from official and social life of the capital have been calling at the embassy the past week, bidding adieu to Count Cassini. To all the retiring diplomat expressed deep regret at going. He has made many friends and has been a member of the society of the Russian Embassy in the city.

Notwithstanding stories of friction between Count Cassini and his successor, they were much in each other's company, and to all appearances good feeling existed between them.

JAPAN WANTS GRISCOM TO STAY.

Report That He Is to Enter the State Department Causes Regret.

TOKIO, July 9.—The reported transfer of Lloyd Griscom, the American Minister here, to the State Department at Washington was published to-day and was received with regret on all sides.

AUTO BUMPS A COURT HOUSE.

APPELLATE DIVISION'S MARBLE
RAILING WRECKED.

William A. Moll's Machine Bumped at the
Madison Avenue Corner and Twice
Crashed Into the Balustrade and Sent
Thirty Feet of It Into the Air.

About thirty feet of the handsome marble balustrade around the Appellate Division court house, at Twenty-fifth street and Madison avenue, was carried away by an unruly automobile yesterday afternoon. The auto is the property of William A. Moll, an advertising agent with offices at 100 William street and a home at 1002 Bergen street, Brooklyn. Mr. Moll was driving the machine down Madison avenue. With him was his driver.

As Moll attempted to turn east into Twenty-fifth street something went amiss, with the steering gear, and after whirling around the street the auto plunged on the sidewalk on the Twenty-fifth street side and, crashing into the railing, sent the marble uprights and the heavy top slabs tumbling to the bottom of an arched way six feet below. Just twenty-two feet of the balustrade was hurled into the arched way and broken into small bits.

The automobile rebounded to the street after the first collision and, despite the efforts of Moll, scooped into Madison avenue, waited around once more and then shot against the balustrade on that side of the building. Eight feet of the marble railing toppled over.

It looked for a time as if the auto would plunge headfirst into the arched way. However, at the corner of the balustrade was a tall marble post that supported an electric light. When the auto hit this post it came to a stop long enough for Moll to shut off the engine. Mr. Moll's driver was thrown out during one of the collisions with the corner post, but he escaped with a shaking up.

As a result of the collisions, the front of the auto was smashed. The machine is a 40 horse-power affair and Mr. Moll was taking it from a repair establishment uptown to his Brooklyn home.

Among those who heard the racket was Justice Hatch, who was looking over some papers in the court house. He hurried to the street and found Policeman John H. Smith of the Tenderloin station, who was trying hard to keep the crowd back so that no one would fall into the unrailed arched way.

The policeman asked Justice Hatch if he would be justified in making an arrest. After some deliberation and much gazing at the departed balustrade, the Judge decided that the cop wouldn't be. However, at the suggestion of the Justice, the policeman led Moll to the West Thirtieth street station, so that he might properly identify himself. Justice Hatch said that the automobile might be wanted afterward. Mr. Moll was quite willing to do as the Judge said. At the station he was identified by the manager of a big automobile firm's agency in this city. Mr. Moll had his machine taken back to the repair shop and took a trolley for Brooklyn.

One of the attendants in the court house told Policeman Smith that it would cost \$3,000 to repair the damage to the balustrade.

LEWEL ELY QUIGG NARRED.

Automobile Squad at Stamford Found
Him Going Too Fast.

GREENWICH, Conn., July 9.—Lewmel Ely Quigg is the latest victim of the police dragnet set for automobilists at Stamford. Mr. Quigg did an eighth of a mile in 20 seconds this afternoon and was stopped by the automobile squad. He had a party of two women and a man with him. Mr. Quigg put up a bond of \$50 to insure the appearance of his chauffeur, James Morris, in court at Stamford on Tuesday.

Last fall Mr. Quigg made a political speech at Stamford. He had introduced a bill in the House of Representatives, a member of the Board of Appropriation and Apportionment and prominent in Stamford. To-day, just before Mr. Quigg was taken into custody, Mr. Merritt met with a like fate.

LIVE 72 HOURS UNDER WATER.

Fresh Air Again Pumped to Six Survivors
in Sunken French Submarine Boat.

Special Cable Despatch to THE SUN.
PARIS, July 9.—At 9 o'clock this morning six survivors of the submarine boat *Farfadet*, which sunk at Sidi Abdallah, Tunis, last Thursday signaled that they were experiencing difficulty in breathing. At 10:30 o'clock they signaled that they could last only a quarter of an hour longer.

The boat was then being towed along the bottom. A final attempt was made to lift her by the stern until her after hatchway was above the surface of the water. This was done and when the hatchway was out of the water it was found possible to renew the air in the after compartment through a small porthole. It was also possible to talk with the six men.

When the hatch had been got about a yard out of the water the crane broke. A second attempt failed to raise the boat.

From what the men said while the stern was out of the water it appears that they had never given way to the frenzy of despair.

PRESIDENT IN WHITE AT CHURCH.

May See Shonts and Stevens About Canal
To-day.

OYSTER BAY, July 9.—President Roosevelt and family spent a quiet Sunday at Sagamore Hill. This morning they and their guests, Col. R. L. Ferguson of the Rough Riders, attended Christ Church and heard a sermon by Bishop Albion W. Knight, who is in charge of the Episcopal missions in Cuba.

The President was clad wholly in white duck and the usual crowd of sightseers watched him enter and leave the church. There were no callers at Sagamore Hill yesterday, but it is said Theodore P. Shonts, chairman of the Panama Canal Commission, and J. P. Stevens, chief engineer of the Panama Canal Commission, may call on the President to-morrow.

SCOTT IS WHIZZING EAST.

Death Valley Census Starts on His \$5,500
Trip to Chicago.

LOS ANGELES, Cal., July 9.—Walter Scott, the Death Valley Census, began his record-breaking run half way across the continent in a special train at 1 o'clock to-day. Scott paid \$5,500 to the Santa Fe Railroad and orders were given to have the best equipment placed at his disposal. By the contract the Santa Fe is to run the special through to Chicago, making the first full stop at Kansas City, at the fastest possible speed.

Should the record of 50 hours and 45 minutes made by the Lowe special from Chicago to Los Angeles be beaten, the Santa Fe will retain the full \$5,500, but if the schedule be not lowered \$500 of the amount will be returned.

GOLFING GIRL KILLS MAD DOG.

Miss Graham Didn't Flee and One Stroke
Won the Game.

PHILADELPHIA, July 9.—The Pennsylvania Social of Kensington held its annual picnic at Hunting Park yesterday. In the afternoon the members of the club went to the golf links in the rear of the park. While the playing was on a mad setter came on the links. Several golfers sought refuge in trees, but most of the women were helpless with terror. The dog went straight for Miss Mary A. Graham, who was standing at the first hole, driver in hand. The young woman gave one heavy stroke as the dog came within reach and he rolled over dead. The heavy golf stick had hit him behind the right ear.

SLAKE DINES ON CANARIES.

Crowd Sees Many Pets Destroyed in a
Fanciful Strife.

RUSSIA GETS THE REBEL SHIP

Mutineers Gone, RUMANIA
TURNS OVER THE POTEMKIN.

Matuschenko, Leader of the Revolt, Goes
to Bucharest—Everything on the Ship
in Disorder—Officers' Cabins Looted
—Two Engineers Commanded Ship.

Special Cable Despatches to THE SUN.
KIEV, Russia, July 9.—The Russian battleship *Potemkin*, which was taken over by Admiral Kruger aboard the latter, arrived here to-day. The Admiral announced that he had come to arrange for the transfer of the battleship *Potemkin* to the Russian fleet, which was abandoned here by its mutinous crew, and the transfer was effected this afternoon.

Several of the mutineers assert that they surrendered the vessel to the Rumanian Government because other Russian warships did not join in the mutiny. All the sailors are convinced there will be a great change before long in the conditions in Russia that will be satisfactory to the revolutionists.

Everything on board the *Potemkin* is in the wildest disorder. The officers' cabins have been pillaged of everything worth taking. There are bloodstains everywhere. During the last few days the vessel was commanded by two engineers. An officer was compelled to navigate the ship with a revolver.

After the *Potemkin* Rumania ordered the transfer of the vessel Admiral Kruger boarded her with a priest and religious services were held. An hour later the Rumanian officers formally handed her over to the Russian command.

All her sailors wished to surrender except Matuschenko, the ringleader of the mutiny, who resisted for some time. He wished to blow up the ship. Several officers were found on board. They were in a pitiable condition. They declare that Matuschenko killed ten officers.

The cash on board amounted to 23,000 rubles. This was shared by 650 sailors. All the papers and books belonging to the ship were destroyed. Matuschenko has gone to Bucharest.

LONDON, July 10.—A despatch to the *Daily Mail* from Constantia says that when the surrender of the *Kniaz Potemkin* was completed to the Rumanian officers the crew of the torpedo boat 307, which had accompanied the mutinous battleship on all her voyages, asserted, to the astonishment of the Rumanians, that they were loyal to the Czar, having only feigned to join the mutiny because of the terrorism of the crew of the *Kniaz Potemkin*.

The Rumanians, fearing treachery, gave the crew half an hour in which to decide whether they also wished to surrender, saying that otherwise they must leave the harbor immediately. In the latter case they were warned that they would not be supplied with coal, nor would the Russian gunboat in the harbor be allowed to supply it. The crew, after a consultation, decided to return to Russia and surrender there. The boat accordingly sailed at 6 P. M., declaring it was going to Sebastopol.

PILLAGING BY PEASANTS.

Landowners Appeal to the Russian Gov-
ernment for Military Guards.

Special Cable Despatch to THE SUN.
LONDON, July 10.—The Odessa correspondent of the *Standard* says that Sunday was quiet there. Patrols are maintained at night.

Alarm reports have been received from various places in the governments of Kherson, Poltava, Ekaterinostaf and Taurida. Seventeen extensive farmsteads within thirty miles of Odessa have been burned and pillaged in the last ten days. The peasantry demand half the owners' lands.

On Sunday peasants met the owner of 6,000 acres, about forty-five miles from Odessa. He had obtained a company of infantry from the nearest small garrison to expel the invaders, but the soldiers fraternized with the peasants. The landowner then came to Odessa to obtain a company of military, but the Governor refused to let him have the soldiers, saying they would probably follow the example of the troops already on the estate.

A woman who owned a neighboring estate offered the peasants a third of her crops, but the offer was refused and she was shot dead. On the following day half the crops were looted.

Within the last few days nearly forty applications have reached Odessa for military assistance from landowners for military assistance from landowners. The garrison chiefs in other southern centers get similar appeals. Owing to the paucity of readily available troops the district Governors are asking for machine guns and for discretionary power in their employment against the peasantry.

The *Daily Mail's* St. Petersburg correspondent says events in Odessa and the Japanese landing in the island of Sakhalin have caused peace to make considerable progress at Pothof, where the Czar has now staying. Moreover, it is stated that the Japanese demands are not unacceptable.

It is reported in Government circles that the Japanese will waive the question of indemnity and will merely demand payment of all the expenses of the war by Russia taking over all the loans raised by Japan for war purposes. The sensation of Sakhalin has made little impression on the public here, it having been long expected.

The St. Petersburg correspondent of the *Telegraph* is pessimistic regarding the outlook for peace. He says he is unable to affirm categorically that Gen. Linvitch and the commander of each Manchurian army are literally bombarding the Czar with reports showing that victory is about to smile on them, and beseeching at least six months more in which to fight. The Czar and his advisers have implicit confidence in the Generals.

The St. Petersburg correspondent of the *Times* says that the Japanese demand of Sakhalin was an event that had been long expected, but it none the less creates the deepest and most painful impression. It is doubtful whether any disaster that Russia has suffered, internally or externally, since the war began so potentially brings home to the nation the utter hopelessness of the struggle and the necessity for peace.

The Government to assure the safety of the interests of the empire.

Hattered 17 Prisoners With One Rope.

ORANGE, N. J., July 9.—Constable James Smith of Phillipsburg believes that the dignity of Jersey justice should be upheld at any cost. On Thursday he went to Alpha to arrest a foreigner on a trivial charge and was beaten and disarmed. Yesterday he took four deputies to Alpha and arrested seven persons, including one woman, all charged with interfering with an officer. The constables tied the prisoners together with a long rope and marched them to Phillipsburg.